outlet. But the Northern Outlet road was of greater importance to the tea producers who have opened and are maintaining about 50 miles of feeder roads which are open to the public. They were therefore justified in asking for added facilities in regard to the northern outlet suitable to the increasing traffic.

DEWAN'S REPLY: Mr. Strachan, the Chief Engineer will be asked to make an investigation as soon as possible.

49. Construction of two bridges across the Alwaye river, one at the northern landing ghat and the other at the southern landing ghat and the construction of the Parur-Kuriyapalli road.

MR. K. A. RAMANUNNI (*Nominated*) said that the need for the two bridges mentioned above had been pressed at previous sessions of the Assembly but nothing was done. The importance and usefulness resulting to the public by these two bridges could not be overrated. They would afford added facilities of communication with Alwaye, the seat of a first grade college and a summer resort in Malabar and to Parur, the seat of a District Court.

The Parur-Kuriyapalli road besides making communication easy and more convenient would link Cochin and British India with Travancore. It would not only tend to develop trade and commerce but open up a through communication with British India.

The member therefore requested that the two bridges and the road be constructed at an early date.

DEWAN'S REPLY: Government have realised the necessity for the two bridges, Mr. Ramanunni. A rough estimate for constructing them comes to Rs. 7½ lakhs. The question is one of finance; and when we get money we will do the work.

50. Want of proper means of communication in the Kartikapalli taluk.

MR. N. M. OOMMAR KUTTI (*Nominated*) said at the outset that though the Kartikapalli taluk was comparatively a small taluk in area, in respect of revenue and population it stood in the forefront. But the taluk was lacking in means of communication. The only means of communication available was the Dhanapadikal canal. The condition of the canal was deplorable. During summer season the canal was too shallow even for *vallams* and during rainy season the canal being over full, it was not possible to take the canoes under the Dhanapadikal bridge. The necessity for widening and deepening the canal and of improving it to make it navigable had been repeatedly urged on the attention of the Government at the past several sessions of the Assembly. But nothing had been done in the matter. An estimate for the work was once prepared and the same was also sanctioned. Lands required for widening the canal were also acquired by the Government. The work should be expedited.

LIBRARY ARCHIVES Kerala Legislative Assembly

On both sides of the canal there were many acres of paddy fields. But the agriculturists suffered considerably on account of the brackish water entering the canal from the Kayankulam backwater. In order to prevent this a lock should be provided at the entrance of the canal near the backwater.

There was originally a bridge across the Dhanapadikal canal to serve the people inhabiting the northern side of the canal and resorting to the Kartikapalli bazaar. The bridge had since disappeared, with the result that the inhabitants of the place were subjected to very great hardship during the rainy season. A bridge, suitable at least for pedestrian traffic, should be constructed at the place where the original bridge existed.

Two bridges should be constructed one at Pulikizh and another on the Trikkunnapuzha river, to make the Kartikapalli-Trikunnapuzha road fit for cart traffic. Originally, there were bridges at these places.

Lastly, the member represented about the urgent necessity of improving the Kartikapalli-Haripad road. The road was very narrow and was in a neglected condition, many portions of the road having slipped down into the adjacent canal. Unless improved immediately, the road would totally disappear in course of time.

DEWAN'S REPLY: Mr. Oommar Kutti, as you did not give the details of your subject, I am unable to give you a ready answer. But the representation made by you will be referred to the Chief Engineer for report.

51. The Periyar floods and alleviation of the distress caused thereby.

MR. R. PADMANABHA PILLAI (*Municipal Council, Parur*) said that much hardship and loss was suffered by the inhabitants of the taluks of Kunnatnad and Parur since the construction of the Periyar dam. If the grievances of the people in the matter were not immediately redressed, the taluks would become completely useless either for agricultural purposes or for human habitation. The British Government derived an annual income of over fifty lakhs of rupees on account of the dam, while the Travancore Government derived only Rs. 40,000 per annum as compensation.

Before the construction of the Periyar dam, the banks of the river were very fertile. The annual floods that occurred before were not so serious as those occurring subsequently, and the floods were beneficial to the agriculturists. But the floods that occurred after the construction of the dam had been very serious, doing lot of havoc to the country and to the people. The floods of 1075, 1084 and 1099 M. E. were unusually by heavy and caused much havoc in the taluks of Kunnatnad and Parur. Again, on account of the dam, the agriculturists suffered much for want of water during the summer season.

For allevating the distress caused by the dam the member suggested some remedial measures to be adopted immediately. The practice of opening the sluices of the dam suddenly when the

LIBRARY ARCHIVES Kerala Legislative Assembly